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SEVENPENCE.

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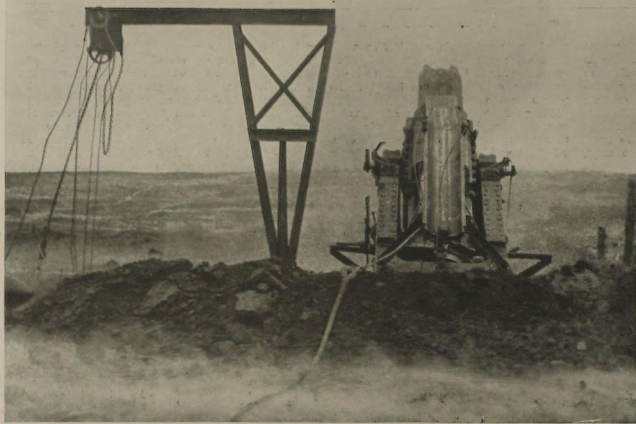
FISHING FOR MINES: THE EXPLOSION OF A GERMAN SEA-MINE BY MINE-SWEEPERS.

Sir Eric Geddes, First Lord of the Admiralty, in his recent speech on the Navy, paid a high tribute to "the work of the mine-sweepers and mine-layers and of their gallant crews, largely recruited from our hardy fishermen. Both these duties (he said) may be offensive as well as defensive. . . . Is it not an offensive measure for the mine-sweepers to go into the enemy mine-fields, which are protected, to sweep a passage, as they have done, to enable their comrades of the submarine or light surface-craft to follow in the next night? The late Prime Minister once said that naval operations are of necessity

conducted in the 'Twilight.' It is that very twilight which keeps the public . . . in partial ignorance of their work." The heroism of the mine-sweepers was also specially mentioned by the present Premier in moving Parliament's Thanks to the Services. "Sixty per cent. of our fishermen," said Mr. Lloyd George, "are in the Naval Service. Their trawlers are engaged in some of the most perilous tasks that can be entrusted to seamen—mine-sweeping, a dangerous occupation, often ending in disaster. The number of mines they have swept is incredible."

WITH THE CAPTORS OF PASSCHENDAELE: GUNS, GUNNERS, TRANSPORT, PHOTOGRAPHERS, ON THE CANADIAN FRONT.

CANADIAN WAR RECORDS PHOTOGRAPHS.



WITH ITS CHAINS AND CABLES SHAKING THROUGH THE CONCUSSION: A 15-INCH GUN FIRING ON THE CANADIAN FRONT.



A REAL "TUG OF WAR": THE CREW OF A TRENCH GUN IN THE CANADIAN LINES ENGAGED IN LOADING OPERATIONS.



PHOTOGRAPHY UNDER ARMS: A CANADIAN WAR RECORDS CAMERA "BATTERY" GOING INTO ACTION NEAR LENS.



ATTENDING TO CASUALTIES AT A BATTLEFIELD "GUN-HOSPITAL": REPAIRING A 92 GUN BEHIND THE CANADIAN LINES.



A SWIMMING-POOL MADE BY DAMMING A STREAM: CANADIAN SOLDIERS ENJOYING THEIR FIRST DIP FOR MANY MONTHS.



TRANSPORT UNDER FIRE FROM THE GERMAN ARTILLERY: A LARGE SHELL BURSTING NEAR SOME WAGONS ON A ROAD.



INSCRIBED WITH THREE YEARS' WAR RECORDS: THE BASE OF A 15-INCH GUN BEING RIVETED, PREPARATORY TO FRESH EXPLOITS.

The Canadians have had further severe fighting since their recent victory at Passchendaele, announced by Sir Douglas Haig on the 6th. His despatch said: "Operations were undertaken this morning by Canadian troops with complete success against the enemy's defences in and around Passchendaele and on the spur north and north-west of the village. The assembly of our troops for the attack was carried out successfully, and at 6 a.m. the assault was launched as arranged. The enemy had been ordered to hold this important position on the main ridge at all costs. . . . Our troops made steady progress, and at an early hour the village of Passchendaele was captured, together with the hamlets of Mosselmarkt and Goudberg. Before midday all our

objectives had been gained and a number of prisoners had been taken." This fine success was won, as Mr. Perry Robinson mentions, "by those same Canadians whom the Germans reported to have been annihilated at Lens a short time back. . . . In all (he says later) the Canadians seem to have taken about 400 prisoners. . . . This number, of course, is much exceeded by the number of dead. Not only was our shelling very heavy, but immense numbers of the enemy were killed in attempting to escape!" Regarding gun-repairs, the same correspondent writes, of a previous battle: "By no means the least important factor is the work of what is known as the mobile ordnance workshops, being hospitals for sick guns. . . . behind our lines."



By G. K. CHESTERTON.

THERE is surely some peril just now of our developing a new and strange sort of party spirit. It is not concerned with State policy or social reform, but simply with strategy. That is to say, it is not concerned with questions of work and wealth, of tools or trades, about which most of us know at least something; it is concerned with questions of brigades and batteries, of interior lines and lateral communications, about which most of us know nothing whatever. It is not even a question like that of agriculture or food supply, which was a problem even in time of peace. We most of us know enough to call a spade a spade; but it does not follow that we are not in practice calling a trench a dug-out. But the danger is not so much in brute ignorance as in a certain subtle temptation to take a side. The danger is that we should talk of the Western Party as we talk of the Whig Party; or grow gradually enthusiastic for the Single Front, as we might for the Single Tax. It is not easy to draw the line anywhere; that is why it is so necessary to draw the line somewhere. There is no harm even in an amateur suggesting something that the military authorities may have missed, or in his seeking reasonably to have his doubts resolved. But there is great harm in his getting more attached to his own particular suggestion even than to his own patriotic motive, and caring more about what he wants even than about why he wants it. This will insensibly lead to the Westerner making a case for the West when it is not quite right, or the Anti-Westerner scoring a point off it where it is not really wrong. In the swiftly and eternally changing balance of battle, such bigotry is almost certain to be more often wrong than right. The patriot who pits the West Front against the East, or *vice versa*, is already on that road of self-deception which leads to the city of destruction. He is like a man fighting for his life with his fists who should develop a weakness for favouring his right hand at the expense of his left. Sub-consciously he would always be trying to give a knock-out blow with his right. But he would not give the knock-out blow, but get it.

The thing on which we have all to be firm is the aim of the war—or, in other words, the nature of the peace. And, as it is necessary to be firm on the aim of the war, it is at least equally necessary to be flexible in the method of the war. This is all the more necessary because military dispositions are not even a matter of right and left—of West and East, or even of yes and no; they are a matter of more or less. If England were invaded, it would not be a question merely of whether we should sacrifice men to keep the political centre of Stoke Poges or the observation post of Upper Tooting; but of exactly how much we should sacrifice for Tooting or how much for Stoke. These are things about which the military command may be quite wrong; but it is surely a little more likely than anybody else to be right. It is said that in some recent crises the politicians judged more correctly than the generals. It may possibly be a fact, but it must certainly be an exception. To make it the basis for talking about any politician "winning the war" seems to me a most improbable notion, in the very nature of any technical trade. It is

almost as if we said that a champion chess-player who had gone to play a match in Moscow was certain to win because his maiden aunt in Balham was backing him up heartily. I am myself of a somewhat mystical shade of thought, and I am far from denying that the prayers of the maiden aunt might possibly operate in some unknown way. But I do not propose to forget the fact that chess is chess and that war is war; or the fact that I, for one, should probably be most thoroughly beaten if I appeared as a champion in either.

Alas! as matters stand, we are most of us maiden aunts in Balham. It is but little that we can do; but what we can do is far more moral than mental. What we can do, and in its own way it is very important, is to keep a watch on what may be called the morality of the war, and to guard it as men guard a religion. Now there is an inevitable quality involved in such a relation to anything which is in a sense religious—that the guardian is guarding some-

attempting to preserve from the insane negations of an anarchy which wears the armour of tyranny. We are seeking to save something more than England, and even more than Europe—something which, even if we save, we shall not live to see. The Englishman is not fighting for a few Englishmen, whom he has met and liked, or for a few foreigners. He is fighting for Man, whom he has never met—who is a giant too gigantic for men to measure or even to behold.

For the only real weakness in the good cause has been men's unworthiness of it, and the application to moral things of the same fallacy which I have noted about military things. Just as there has been a danger of pitting one battlefield against another battlefield in the same great war, so there has been a danger of pitting one battalion against another battalion in what is really the same great army. The battalions wear different uniforms and carry different colours—for, indeed, their commanding officers are Kings and Presidents, and their regimental colours are the banners of sovereign States. And all that goes with the good things of patriotism and self-government, of liberty and sovereignty, works a confusion beyond any that could be produced by colours or uniforms. Not only the habits, but the humours of different nations are opposite. Men not only have different gestures, but the gestures mean different things. The language of signs is not international. There is no greater fallacy than to fancy that dumb-show needs no translation. An Englishman never knew what a Frenchman meant when he shrugged his shoulders, or what a German meant when he put his heels together and bowed. The very movements of the head and hand of an Italian or a Serbian are signals which we probably read wrong every time. Pantomime is not Esperanto any more than it is English; and the soul of a man's nation can be in his fingers as well as in his words. All these things it is now very necessary to keep in mind, for international misunderstanding is the only thing that has yet weakened the Alliance, and the only thing that can now wholly frustrate it.

Here at least, then, is one thing that we who cannot help in fighting can help in stopping. We can help to stop scandal and schism. If we hear an Englishman say that an American or an Italian fails in this or falls short in that, we can force a little self-criticism upon him, and make him realise that all walking is falling and all fighting is failing. If he thinks some American arrogant, we can remind him of how many kindly English Colonels or inoffensive English clergymen are considered on the Continent to be arrogant. If he thinks the Serbians mere barbarians, let him at least wonder why it was that so many highly intelligent foreigners have called the English barbarians. If he has the good qualities of the Englishman, he will soon be made to see that we differ from our Allies not because our people are greater than they are, but because our cause is greater than we are. Since, after all, these smaller frictions, though they are the things that hamper the Alliance, are actually the things that justify it. They prove that there is but one verdict upon Prussia, even from the widest and the wildest of the varieties of men.



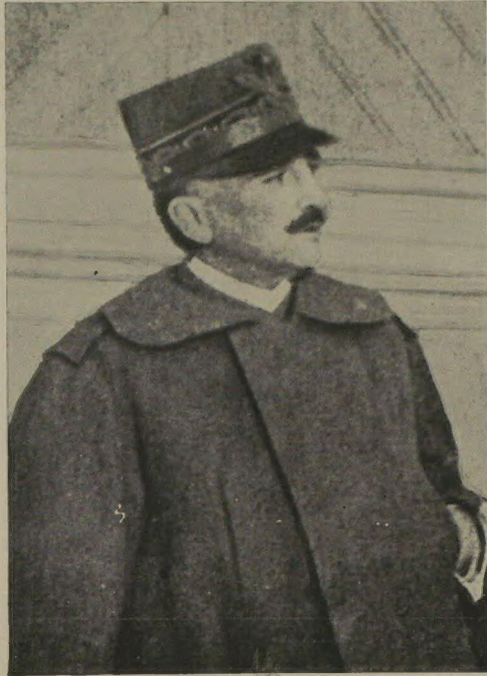
THE VISIT OF THE BRITISH AND FRENCH PREMIERS TO ITALY: MR. LLOYD GEORGE (CENTRE) AND M. PAINLEVÉ (SECOND FROM LEFT IN FRONT) LEAVING PARIS.

Mr. Lloyd George left Paris for Italy on November 4, with M. Painlevé, M. Franklin-Bouillon, General Smuts (seen on the extreme right in our photograph), and others. They arrived at Rapallo, near Genoa, on the 5th, and conferred there with Italian political and military leaders. Later they visited the Italian front and were received by King Victor. Mr. Lloyd George returned to Paris on the 11th.—[Photograph by Illustrations Bureau.]

thing greater than he can understand, though it is also something better than he can imagine. I think it was Bagehot who wrote that fine phrase: "As soon should fire cease to burn as religion to be too awful for mankind." Not only is this war too awful for mankind, but in that sense even the just cause of this war is too awful for mankind. We might be fighting justly if we were merely fighting against an enemy of England. But we are really, and without rhetoric, fighting against an enemy of the human race; nor should I hesitate to add, an enemy of God. In this sense, an ordinary Englishman can hardly be expected even to know how right he is. In this sense, an Englishman, or any other such man, is not even worthy to be so right as he is. This Crusade is as much above all our heads as the cross on a church was above the crests of the Crusaders; but the Crusaders knew it. The danger of the modern world, with its doubts and divisions—especially its political doubts and its national divisions—is that each party may grow too partisan, whether in strategy for its own scheme or in politics for its own state. We must beware, above all things, of proving ourselves right in small quarrels with our friends, or we shall never really prove ourselves right in the great quarrel with our foes. We must especially remember, in the internal relations of the Alliance, that any one Ally can only represent one aspect of that great absolute in ethics which we are

A SINGLE ALLIED FRONT: SOLDIERS OF THE HOUR.

PHOTOGRAPH NO. 1 SUPPLIED BY C.N.; 2, BY S. AND G.; 3, BY VANDYK; 4, FROM A DRAWING BY THE OFFICIAL WAR-ARTIST, FRANCIS DODD (REPRODUCED BY COURTESY OF THE DEPT. OF INFORMATION).



ITALY'S NEW COMMANDER-IN-CHIEF IN SUCCESSION TO GENERAL CADORNA: GENERAL DIAZ.



FRANCE'S MILITARY REPRESENTATIVE ON THE NEW ALLIED WAR COUNCIL: GENERAL FOCH.



ITALY'S FORMER COMMANDER-IN-CHIEF, SEMI-OFFICIALLY REPORTED ON THE WAR COUNCIL: GENERAL CADORNA.



GREAT BRITAIN'S MILITARY REPRESENTATIVE ON THE NEW ALLIED WAR COUNCIL: GENERAL SIR H. H. WILSON.

The "War Council" of the Allies, as described by the Chancellor of the Exchequer in Parliament on November 12, is composed of "the Prime Minister and one member of the Governments of France, Italy, and Great Britain. . . . The adhesion of other Great Powers of the Allies to the War Council is under consideration. Each Power appoints one permanent military representative as adviser to the War Council; these representatives will be independent of the General Staffs of their countries, will have no

executive functions, and will advise the War Council on all questions affecting the co-ordination of Allied strategy. The General Staffs and the military commands of the army of each Power charged with the conduct of military operations will remain responsible to their respective Governments. . . . The representatives already appointed are: For Great Britain, General Sir Henry Wilson; for France, General Foch; and with regard to Italy I cannot definitely give the name."

A GREAT NAVAL AND MILITARY AND WAR-WORK PAGEANT. OUTSTANDING FEATURES OF THE LORD MAYOR'S SHOW.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS CO., SPORT AND GENERAL ALPHEI, ILLUSTRATIONS BUREAU, TOPICAL, AND BARRATT



A UNIT OF BRITAIN'S VAST NEW ARTILLERY: A HEAVY GUN IN THE PROCESSION DRAWN BY A TRACTOR WITH "CATERPILLAR" WHEELS.



REPRESENTING THOUSANDS OF WOMEN WAR-WORKERS: MUNITION-GIRLS FROM A NATIONAL FILLING-FACTORY.



WOMAN'S SHARE IN BRITAIN'S GREAT MILITARY EFFORT: MUNITION-GIRLS FROM A NATIONAL PROJECTILE-FACTORY.



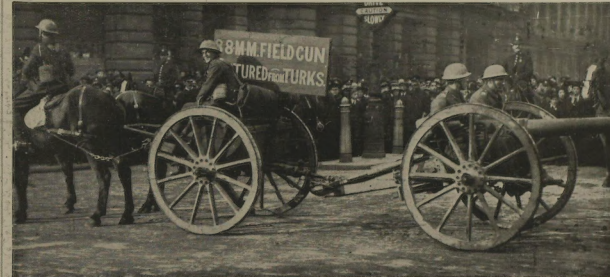
AN AIR-TROPHY OF GREAT INTEREST TO LONDONERS: A CAPTURED GERMAN AEROPLANE, WITH FOLDED WINGS.



WOMAN'S WORK IN AGRICULTURE: FARM-GIRLS WITH THEIR IMPLEMENTS—A PICTURESQUE SECTION OF THE SHOW.



A TROPHY OF BRITISH VICTORIES WON LAST SEPTEMBER ON THE WESTERN FRONT: A CAPTURED GERMAN TRENCH-MORTAR.



A TROPHY FROM DISTANT FIELDS: A CAPTURED TURKISH FIELD-GUN AS A FEATURE OF THE LORD MAYOR'S SHOW.



THE RAISON D'ÊTRE OF THE PROCESSION, AND ALMOST ITS ONLY CIVIC FEATURE: THE LORD MAYOR'S COACH.



GIVING THE "ALL-CLEAR" SIGNAL, AS AFTER AN AIR-RAID: A DETACHMENT OF BOY SCOUT BUGLERS.



A NEW ITEM IN THE TRAFFIC TO BE "REGULATED": A POLICEMAN DIRECTING ONE OF THE TANKS.



RESTING DURING A PAUSE IN THE PROCEEDINGS: A GERMAN FIELD-GUN CAPTURED IN THE BATTLES OF LAST JULY.



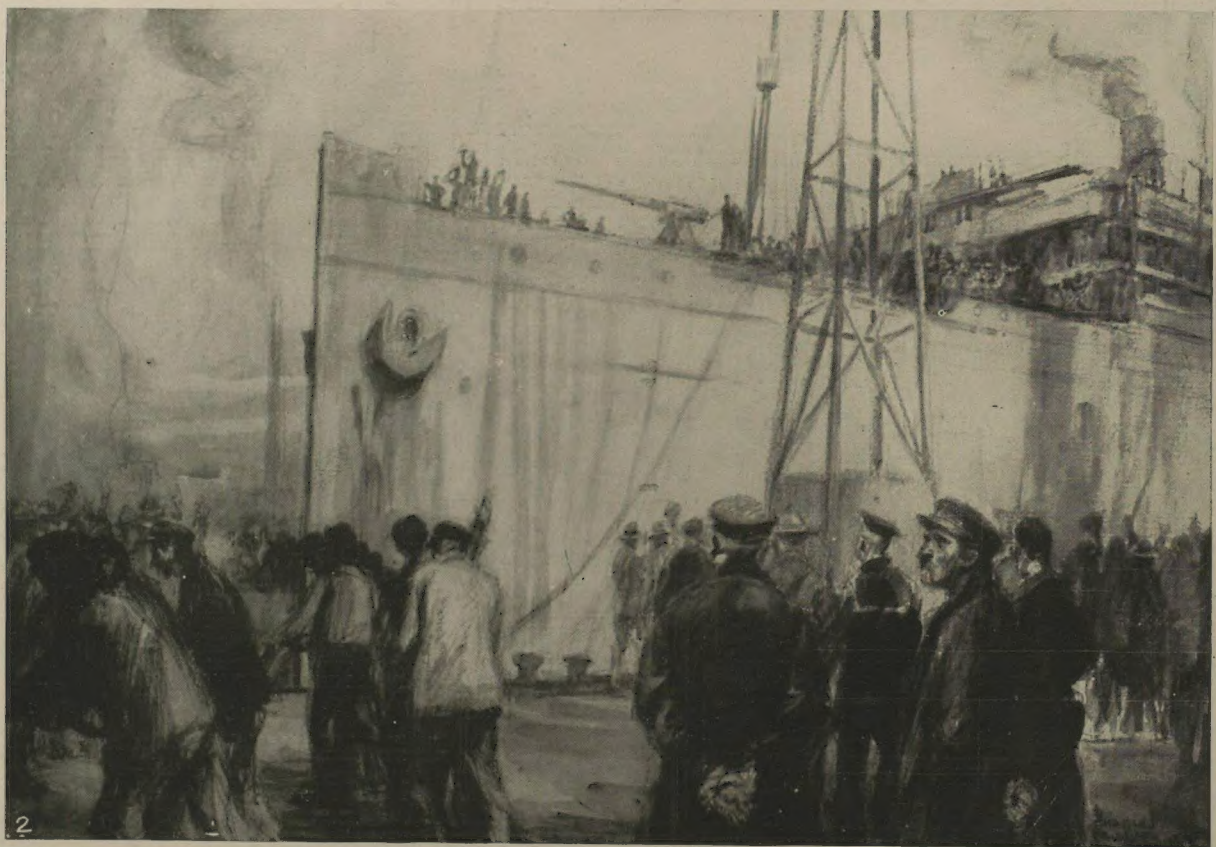
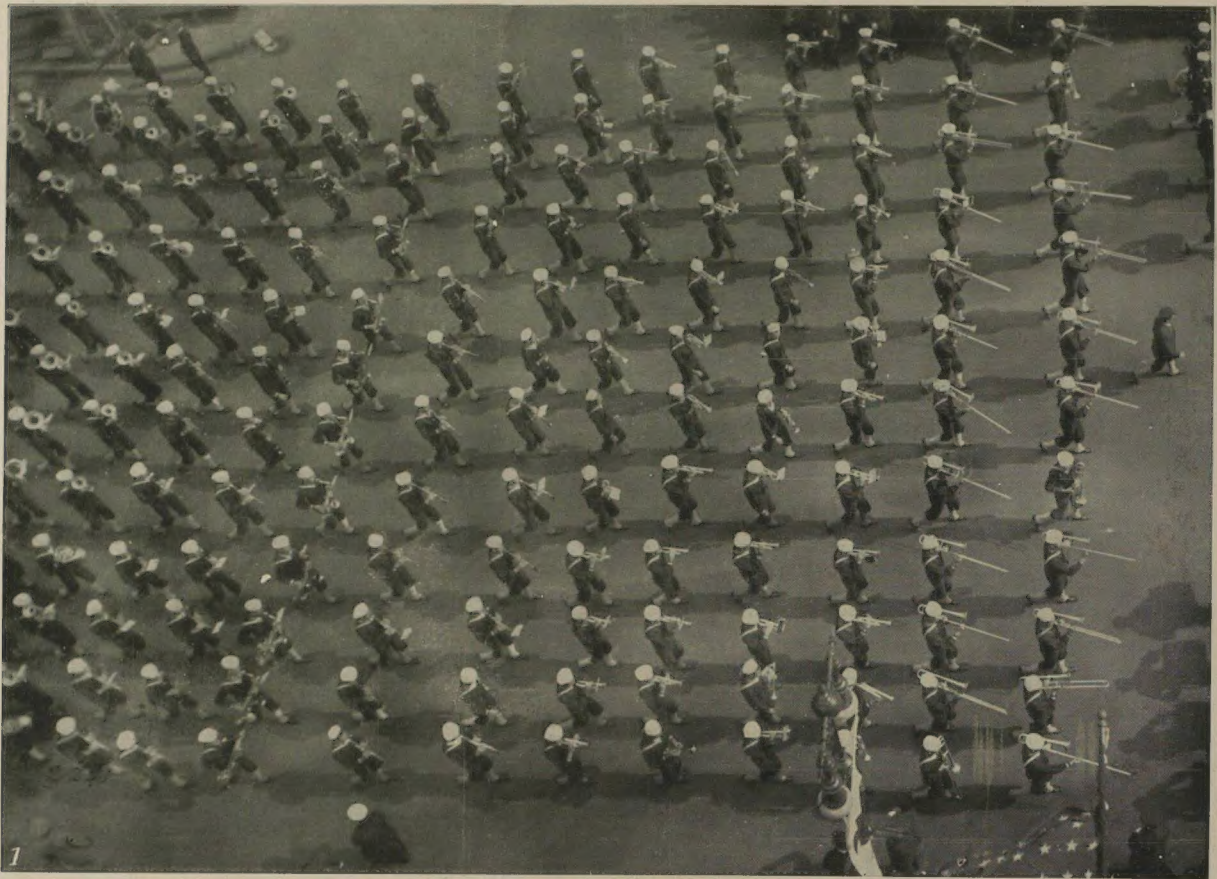
THE LEGAL SIDE OF THE CEREMONY: MR. JUSTICE DARLING SWEARING IN THE LORD MAYOR IN THE LORD CHIEF JUSTICE'S COURT.

This year's Lord Mayor's Show, which was held as usual on November 9, will be remembered as the most dignified and impressive of recent times. Apart from the Lord Mayor himself (Alderman Charles Hanson), in his coach, and representatives of some of the City Companies, the procession was, in reality, a great naval and military pageant, and the presence in it of men of the Overseas contingents gave it an Imperial character. It was an epitome, not only of the fighting services, but of the whole national war effort, including the work of women in munition-factories, on the land, and in various other activities. The farm-girls especially gave a novel and picturesque touch to the procession. Another interesting feature was the two Tanks, vehicles never before seen perambulating London streets. They aroused much enthusiasm, as did the war trophies, such as captured

German and Turkish guns, and a German aeroplane. Altogether, the Show was both educative and inspiring, and it afforded thousands of people a rare opportunity for gaining an insight into the war and realising something of the national effort as a whole. In welcoming Alderman Hanson as Lord Mayor, at the Law Courts, Mr. Justice Darling said: "The war has been distinguished from all others by the invaluable and voluntary help which has been given to the Crown by the King's dominions beyond the seas, and it is singularly appropriate that the Lord Mayor for the coming year should have passed a great part of his business life in Canada." On the occasion of his entering office, the Lord Mayor sent a telegram to Sir Douglas Haig, expressing, to him and the British forces, "the deep gratitude of the citizens for their splendid services."

THE UNITED STATES IN THE WAR: RED CROSS PARADE; AND TRANSPORT.

THE UPPER ILLUSTRATION FROM A PHOTOGRAPH SUPPLIED BY TOPICAL; THE LOWER, A SKETCH BY CHARLES FOUQUENAY.



1. AT THE PARADE OF 10,000 RED CROSS NURSES IN NEW YORK: LIEUT. SOUSA'S NAVAL BAND HEADING THE PROCESSION.

2. ONE OF THE STRIKING IRONIES OF FATE IN THE WAR: THE GERMAN LINER "FRIEDRICH DER GROSSE" ARRIVING IN A FRENCH PORT AS A TRANSPORT LADEN WITH U.S. SOLDIERS.

One of the most dramatically effective and picturesquely interesting processions ever seen in the streets of New York is shown in the upper illustration. The parade was specially organised on behalf of the Red Cross. It was headed by the Naval Band from the Great Lakes Naval Station, led by Lieut. John Philip Sousa himself. The band is

seen as viewed from above, in the act of parading past the reviewing stand. The lower illustration shows one of the former German liners, the "Friedrich der Grosse," taken over by the U.S. Government, in a French port on arrival with United States troops for the Western Front.

A BATTLE REHEARSED; TROOPS STUDYING A MODEL OF MESSINES RIDGE.

AUSTRALIAN OFFICIAL PHOTOGRAPH.



"COVERING MORE THAN AN ACRE OF GROUND AND TRUE IN EVERY DETAIL": AUSTRALIAN SOLDIERS BEFORE THE BATTLE OF MESSINES RIDGE STUDYING A GREAT MODEL OF THE TERRAIN.

Many of the British advances on the Western Front have been methodically rehearsed with the aid of models of the ground to be fought over, and by practice manoeuvres under similar conditions. Describing how the infantry were prepared for the Battle of Messines Ridge, a "Morning Post" correspondent writes: "They had a wonderful model of the ridge covering more than an acre of ground and true in every detail of contour and adornment, which could be studied for hours. I came upon this remarkable miniature reproduction of the ridge on my way back from witnessing the attack. There

were the ruins of Wytschaete and Messines, the many little farms, with their fantastic and often humorous titles bestowed by the inventive map-makers, the winding road, and the German trenches, and even the stumps of splintered woods where the enemy lurked behind concrete barricades. Generals and their staffs and the hundreds of officers who visited the real ruins on the real ridge this morning spent hours in mastering the details of this masterpiece of 'landscape gardening,' constructed out of concrete, carefully banked-up earth, and bits of broken brick." The men, too, studied the model carefully.

THE ROYAL TOUR IN THE WEST: THEIR MAJESTIES AT BATH AND BRISTOL.

PHOTOGRAPHS NOS. 1, 2, 3 AND 4 SUPPLIED BY S. AND G.; NOS. 5, 6, AND 7 BY ILLUSTRATIONS BUREAU.



WHERE ROMAN LEGIONARIES IN ENGLAND RECUPERATED: WALKING ROUND THE OLD ROMAN BATH.



IN THE FOOTSTEPS OF THE UNCROWNED "KING OF BATH," BEAU NASH: THE VISIT TO THE HISTORIC PUMP-ROOM.



A LADY DECORATED: MISS EMILY HOLMES RECEIVES THE ROYAL RED CROSS MEDAL.



IN ONE OF THE STREETS OF BRISTOL: AMONG THE CROWD FROM ALL PARTS WHO CAME IN TO SEE THE KING AND QUEEN.



A BLIND V.C. AND M.M. HERO AT THE BRISTOL INVESTITURE: CAPTAIN ANGUS BUCHANAN.



AFTER VISITING THE BIRTHPLACE OF TOMMY'S "WOODBINES": THEIR MAJESTIES LEAVING THE WILLS TOBACCO FACTORY.



THE LAST OF FOUR HUNDRED—THE SURVIVORS OF BRISTOL'S "OLD GUARD": THE KING'S INSPECTION OF THE TEN CRIMEA AND MUTINY VETERANS.

At Bath, one of the places visited by the King on November 9, during his Majesty's visit with the Queen to the West of England, was the famous Roman Bath, the ancient remains of which are so carefully preserved, and from which the city takes its name. They then inspected the modern Hot Springs Bath establishment, where upwards of 25,000 treatments have been given to wounded and invalided officers and men, free—at the cost of the Bath Corporation. They also visited the Pump Room, where Beau Nash, in the days of the earlier Georges, lorded it as the uncrowned "King of Bath." The War Hospital at Combe Park was another institution honoured by the royal visitors,

who as they went round, talked with many of the patients. At Bristol, on the previous day, the King held an Investiture on Durham Downs of over a hundred war heroes. One officer, Capt. Angus Buchanan, of the South Wales Borderers, received both the Victoria Cross and the Military Medal. He was led to the dais, having been blinded in action in Mesopotamia. A number of wounded officers and soldiers were inspected by the King also, together with ten Crimean and India Mutiny veterans, the last survivors of four hundred whose home was in Bristol. The King and Queen, in addition, paid a special visit to Wills' Tobacco Factory, where they saw the making of Tommy's favourite "Woodbine"

AIRMAN V. "SAUSAGE": AN ESCAPE FROM A BLAZING KITE-BALLOON.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.

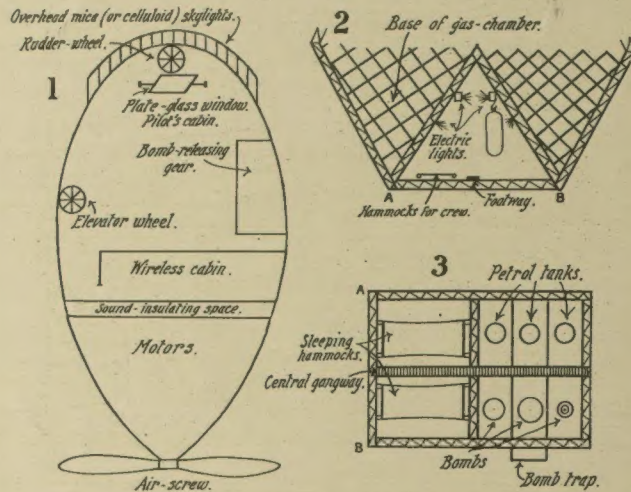


AFTER THE "SAUSAGE" HAD BEEN SET ABLAZE BY A SWOOPING GERMAN AIRMAN: THE OBSERVERS DROPPING CLEAR OF THE BLAZING DÉBRIS AS IT FELL.

An exceptionally exciting air-fighting incident on the Flanders Front is illustrated here. "A particular 'sausage,'" writes our correspondent, "was especially obnoxious to the good enemy for its observation work. For two days, a long-range gun fired at it, without avail. Then a daring enemy aviator, dodging our patrolling air-scouts, made a successful dash at it. The Albatross dived from a tremendous height. Our 'Archies' opened at once and fighting planes raced to the scene, but in vain. The two observers had barely time to jump out and trust to their parachutes, when the 'sausage' was

ablaze. It seemed impossible they could escape the blazing débris in falling, but they did so—just. The Albatross made off, but did not get clear. Within five minutes it was brought down in flames by our airmen, who cut off its retreat." The Albatross is seen high up to the left with the balloon on fire below. Further below and to the right, one observer is seen dropping, and his parachute opening. Below again, and to the right, the other is descending with parachute open. Across the lower half of the drawing is a line of observation-balloons.—[Drawing Copyrighted in the United States and Canada.]

ZEPPELIN SECRETS REVEALED: THE DISMANTLING OF "L 49."



DIAGRAMS OF "L 49": (1) PLAN OF THE FORWARD CAR; (2) TRANSVERSE SECTION OF THE KEEL; (3) LONGITUDINAL PLAN OF PART OF THE KEEL FLOOR.

FROZEN IN THE RAID ON LONDON OWING TO THE ALTITUDE REACHED—A FACT THAT CAUSED HER CAPTURE: THE "L 49'S" WATER-BALLAST BAG, WITH DRAIN-TUBE.



SHOWING THE CYLINDRICAL "SILENCER" UNDERNEATH; ONE OF THE SMALL SIDE ENGINE-CARS OR "POWER-EGGS" OF "L 49," BEING PLACED ON A CART FOR TRANSPORT TO PARIS; (INSET) THE FRONT HALF OF THE FORWARD CAR, SHOWING THE SOUND-PROOF PARTITION DIVIDING IT FROM THE AFTER-PART (SEE DIAGRAM NO. 1 ABOVE), TO PREVENT THE VIBRATION OF THE ENGINE AFFECTING THE WIRELESS AND NAVIGATING APPARATUS.

We are enabled to give here some further photographs of extreme interest showing details of the Zeppelin "L 49," (already illustrated in previous numbers) which was brought down practically intact in France, near Bourbonne-les-Bains, after the raid on London last month. The airship has been dismantled by French aeronautical experts, who are in possession of all the secrets of her mechanism. A particularly interesting feature is the construction of the forward car containing the commander's cabin—the "brain" of the monster—with its navigating controls and bomb-dropping gear; behind that a wireless

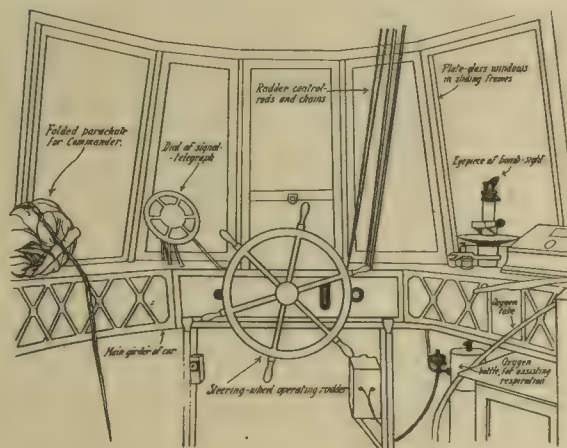
cabin; and in the after part a large motor and propeller. The fore part was divided from the after part by a sound-proof partition, so that the vibration of the motor should not affect the navigating and wireless apparatus. The first diagram in the upper left-hand illustration on the left-hand page shows a plan of the whole of this forward car. The small photograph inset in the larger one below shows the exterior of the fore part of the car after being separated from the after part, with the sound-proof partition at the end. The interior of the fore part is shown on the right-hand page.

(Continued opposite.)

THE ZEPPELIN CAPTURED INTACT IN FRANCE: THE MECHANISM OF "L 49."



LEADING TO THE GUN-PLATFORM ON TOP OF THE MAIN HULL: A TUBE OF METAL RINGS THAT WAS COVERED WITH FABRIC AND CONTAINED A WIDELY SPACED LADDER.



SHOWING THE PARACHUTE, BOMB-SIGHT, AND OXYGEN APPARATUS: A DIAGRAM OF THE INTERIOR OF THE COMMANDER'S CABIN SEEN IN THE PHOTOGRAPH BELOW.



WITH A PARACHUTE FOR ESCAPE IN EMERGENCY, AND SCREENED BY PLATE-GLASS WINDOWS: THE NAVIGATING-CONTROLS IN THE COMMANDER'S CABIN (LOOKING FORWARD), SHOWING THE STEERING-WHEEL, EYE-PIECE OF BOMB-SIGHT, AND OXYGEN-BOTTLE FOR ASSISTING RESPIRATION.

Continued.

both in the large photograph at the foot and in the diagram, giving its details, at the top on the right. After examining the "L 49," an American air-expert says, in the "Chicago Daily News," as quoted by Reuter: "In the tanks there was still a large amount of petrol. The alcoholised water (used for fluid ballast) was frozen in the reservoirs . . . The Zeppelin's descent was caused by want of gas, and the impossibility of dropping ballast owing to the freezing of the water." Describing the forward car, he says: "Aft of the wireless room stands the engine-room, where the largest of the

five motors actuates the direct-drive propeller. This is reached by a ladder, which leads to a narrow path, 500 ft. or 600 ft. long, within the envelope. On the floor was a folded parachute. . . . From this main motor-room, where the engine is twice the power of the others, I walked inside the envelope along a frail narrow path of little sticks mounted on aluminium, to a point where two diverging paths led to the nacelles. On the way I passed a tube of balloon cloth enclosing an extremely light aluminium ladder, with rungs as far apart as possible."

SCIENCE & NATURAL HISTORY



SEEKING AT THURSDAY, THE PASSING OF THEIR GROUND: STUDENTS OUT OF SCHOOL. (18th CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLASS OF A CATHEDRAL: STUDENTS IN SCHOOL. (13th CENTURY).

SCIENCE JOTTINGS.

THE PEOPLE OF BELGIUM.

THE long-drawn agony of Belgium, the foul treatment that has been meted out to her by a foe combining the ferocity of a gorilla with the cunning of a lunatic, is about to end—and not as the invader confidently expected when his march of rapine began. To the end of time the hideousness of that occupation will live—a measure of the high-water mark of savagery attained by a people calling themselves civilised.

Belgium once more shall hold a place among the nations, and her battle-scarred cities will become places of pilgrimage for all the world. In justice, it should be a larger Belgium, for so much of Rhenish Prussia as impinges on her borders from the Rhine to the Moselle should be awarded her as some small solace for the orgies of slaughter and devastation she has had to endure. But for reasons of policy, perhaps, this meed of recompense might prove undesirable; though, so far as the racial aspect of the matter is concerned, there could be no objection to such a penalisation of Germany, for the inhabitants of Rhenish Prussia have much in common with the Flemings.

But political boundaries cannot be entirely determined even on the averages of racial characters, for a nation which is racially homogeneous does not exist. Belgium herself affords a case in point, for it is a matter of common knowledge that the "Belgians" are a compound of two quite distinct races—the Flemings and the Walloons. But neither of these are pure stocks. The Flemings are, for the most part, probably of the stock usually but inaptly called "Teutonic"—that is to say, they belong to the blond, blue-eyed, long-headed "Nordics" whose stronghold on the Continent to-day is Scandinavia. They represent the ancient "Belgæ" who, in the Stone Age, conquered Northern France and South Britain. In

Cæsar's time the frontiers of the Belgæ extended as far south as the neighbourhood of Paris. But not all the blond Flemings are "Nordics." Some, as I know from my own measurements, are of the blond round-headed type, to be referred to again presently.

With their fellow-countrymen the Walloons, the Flemings cannot hold common converse, save when both speak modern French. For the Flemings speak a corrupted Dutch, the Walloons an archaic French. The Walloons, in short, are of another race, being "Alpines"—not, however, of the blond race met with among the Flemings, but of the brunet type

heads represent the primitive stock, and the long-heads an intruding race. Even high authorities give adherence to this view. Nevertheless, there are grave objections against its acceptance, for the primitive peoples of Europe were most emphatically long-heads.

Of these last, the oldest of whom we have any knowledge was the Piltdown man, whose line became extinct long before

the appearance on the scene of the Neanderthal or Mousterian man, who is the next oldest of whom we have record. According to some, he survives yet in the Baltic, in various places in Central Europe, and in the aborigines of Australia. Next came the Cro-Magnon men, known to us by at least three phases of culture—representing probably as many distinct strains or races of this type. These men must be regarded as the founders of the existing long-headed races of Europe, for Nordic and Mediterranean men are probably of Cro-Magnon descent. The Alpine round-head, already referred to, is represented by two distinct races—a short, dark-haired, smooth-browed, short-faced type, seen in the Bavarian of to-day; and a tall, blond, rugged-featured type. The latter left records of himself in Great Britain in the round barrows of the Bronze Age; and his descendants, according to Professor Keith, survive among us in the class from which our Civil-Servants, our squires, and our professional men are drawn.



THE IRON ROAD THAT LED TO THE CAPTURE OF GAZA: A SECTION OF THE PALESTINE RAILWAY ON THE BRITISH LINES OF COMMUNICATION.

The capture of Gaza by the British forces under General Allenby was announced by the War Office on November 7.

Official Photograph.

characteristic of the Bavarians. They people the southern uplands, the Flemings the plains, thus dividing the country between them. Furthermore, the peoples of the two areas differ one from the other not only physically and linguistically, but also politically, and in their social customs and observances. Flanders is tilted largely by tenant-farmers, the wooded uplands by peasant proprietors.

What the people of the little Duchy of Luxembourg will elect to do when the terms of peace come to be discussed remains to be seen. So far as physical characters go—and these are really the only measure of racial affinities—they may claim kinship either with their neighbours the Walloons or with the French to the south, from whom they are divided only by the Gap of Belfort. On the whole, their affinities, and their sympathies, appear to be rather with the French.

This association between the uplands and broad-headedness is not confined to Belgium; on the contrary, it is met with all over Europe. And, where these and the long-heads overlap, it seems to be generally assumed that the broad-

It is clear, then, that nations are founded not so much on a unity of physical standards as on a unity of ideals and aspirations. Where these ideals are framed on the contention that "Might is Right," national integrity heads straight for dissolution. But no less perilous is the craven standard—"Peace at any price." The nation that desires to maintain a "place in the sun" must be very scrupulous about the standard of its ideals.

W. P. PYCRAFT.



THE SWISS ARMY'S NEW HELMET: WITHOUT VISOR.

The Swiss Army has recently adopted a new metal helmet for the troops, designed by a noted Swiss painter and sculptor, M. Charles L'Eplattenier, in accordance with the experience of other armies in the war. The peak projects in front well

(Continued opposite.)



Continued.] THE SWISS ARMY'S NEW HELMET: WITH VISOR.

over the forehead, and is ornamented with the Federal Cross. The eyes and nose can be further protected by an adjustable visor. It weighs about 1 kilo. and is made so that it can be worn at any angle.

LIBERTY SIGNALLED LIKE THE ARMADA: U.S. FIRES OF HISTORIC WOOD.

PHOTOGRAPHS BY TOPICAL.



LIT TO SIGNAL TO THE UNITED STATES THE CLOSING OF THE SECOND "LIBERTY LOAN": A PYRAMID OF HISTORIC WOOD AT WASHINGTON.



ORGANISERS: (L. TO R.) MRS. SNELL, MR. BOWES, MRS. FUNK, COL. HARPER, MRS. WM. G. McADOO (CENTRE), MR. HAZEN, MR. JUDD, MRS. SYNON.



THE "LIBERTY BOND FIRE" PILE: PRESENTING IT TO MRS. WM. G. McADOO, CHAIRMAN OF THE WOMEN'S NATIONAL LIBERTY LOAN COMMITTEE.



BURNING NEAR THE WASHINGTON MONUMENT: THE "LIBERTY BOND FIRE," LIT BY MRS. WM. G. McADOO ON THE NIGHT OF OCTOBER 23.

The closing of the second great United States War Loan was signalled by bonfires. A pyramid of wood containing many historic relics was kindled by Mrs. McAdoo (wife of the Secretary of the Treasury, and daughter of President Wilson), as Chairman of the Women's National Liberty Loan Committee. Our right-hand top photograph shows her being presented with the "Bond Fire" pile by the Washington "Liberty Tree" Committee. The lighting of the Washington pile was the signal for answering fires throughout the country. Mrs. McAdoo used for lighting it a candelabrum given by Napoleon to General Robert Patterson, who presented it to General Jackson on his inauguration as President. In it was placed a trench

candle made in Quebec. Among other historic relics burnt in the pile were fagots from a cherry-tree on the Mary Washington farm on the Rappahannock River, near a tree said to have been cut down by George Washington. There were also pieces of wood from the birthplaces of Presidents Wilson, Cleveland, Jackson, Johnson, and Polk. Illinois sent wood from Lincoln's old home; Missouri from Grant's log cabin; Arkansas part of the flag-pole carried by Col. Yell's regiment in the Mexican War; North Dakota, a shingle from Gen. Custer's quarters at Fort Lincoln; Florida, a bit of the De Soto Oak at Tampa; and North Carolina, a piece of wood from Lower Cape Fear.

GENERAL ALLENBY'S VICTORY AT GAZA: ON THE

PHOTOGRAPH No. 5



CROSSING A BELT OF DESERT SOUTH OF GAZA: ONE OF THE BRITISH COLUMNS WINDING ITS WAY PARALLEL TO THE DISTANT SEA-COAST.



WITH AN ADVANCE-GUARD LIGHT HOUSE DRAWING WATER SUPPLIES FOR CARRIAGES



IN THE BRITISH FRONT LINE: AN OFFICER'S MESS DOG-OUT WITH PILLARED SAND-BAY ENTRANCES AND "ADJUDGING DOG-HOLE."



"UMBRELLA HILL" UNDER BOMBARDMENT: THE TURKISH ADVANCED BY CONTINUOUS SHELL-FIRE FOR



BEMING UP CAMEL-LOADS OF WATER BETWEEN THE REAR TRAINS CROSSING

EVE OF THE ATTACK WHICH ROUTED THE TURKS.

SUPPLIED BY TOPICAL



COLUMN BEFORE LEAVING A CAMP: ON LIGHT CARTS AND PACK-ANIMALS.



SHORTLY BEFORE THE VICTORIOUS ASSAULT ON GAZA: LOOKING OUT ACROSS OPEN GROUND TOWARDS ALI MUNTAN OR "SAMSON'S HILL," IN THE TURKISH DEFENCE-LINES.



TRENCHES AMONG THE SAND-DUNES SOUTH OF GAZA BEING PREPARED FOR INFANTRY TO ATTACK.



WATERING STATIONS AND THE LINES: ONE OF THE CAMEL SANDY TRACT.



REQUIRING TONS OF LABOUR IN LOOSE SANDY SOIL: DEEP-CUT, NARROW TRENCHES ALONG THE BRITISH FRONT LINE.

"The Philistine stronghold has been captured, and the British Army is a big step nearer Jerusalem." In these words, Mr. W. T. Massey, Press representative with General Allenby's Army in Palestine, summed up in a telegraphic message the story of the fall of Gaza. Our illustrations deal with incidents up to the final moment of the assault, and places which were headquarters in the Turkish main defence-line, and were the scene of hard fighting on the day of battle. The third illustration shows the open ground to the south-west of Gaza, across which the opening attack was made on Ali Muntan, or "Samson's Hill." There, by long tradition, Samson pulled down the pillars of the temple of Dagon, bringing it down on the assembled Philistine lords inside. According to another tradition, he carried the gates of Gaza there. Ali Muntan is shown, along the ridge in the background, behind which Gaza lies.

It is the British stronghold around the Turkish earthworks of the fort-village on the slight knoll just one-third across the illustration from the left. Ali Muntan was the first point stormed on that side, and thence the attack on the vital point of the outer defence line, "Umbrella Hill," on the right of our attack—where, while undergoing bombardment—was driven home. As seen as the guns of our artillery bombardment "littered beyond Umbrella Hill" men from Samson Ridge rushed into the Umbrella trenches, secured all living Turks there, and began to consolidate before the enemy put up a barrage. Five Turkish counter-attacks were made and failed, and then on the flanking attack elsewhere developing, the Turks retreated. The retreat became a rout, and, having prisoners and guns, the fugitives made off up the coast, to be again broken at their first stand.

WITH THEIR HORSES CARRYING GAS-MASKS: FIELD ARTILLERY CROSSING A STREAM UNDER A SHOWER OF SHELLS.

DRAWN BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



PERILOUS WORK FOR THE R.F.A. DURING A BRITISH ADVANCE ON THE WESTERN FRONT: A BRIDGE STRUCK BY A GERMAN SHELL JUST AS A GUN IS CROSSING.

The work of the field artillery during our recent advances in Flanders has been both arduous and full of peril. They have to hurry forward over seas of mud, and under the enemy's shell-fire, to take up their new positions. The country is intersected with numerous water-courses, and is to a large extent flooded—a state of things which has involved also heavy labour for the Engineers, who have had to build a large number of bridges, of pontoon, trestle, and other types; while tracks are laid over the muddy ground with branches and twigs to prevent the guns from sinking into the slough. Our illustration shows a gun crossing one of these bridges just as it has been struck by a German shell, and the leading man of the next team, on the further bank, holding up his hand to check those behind. The horses

of the R.F.A. are now provided with gas-masks, like the men, though, of course, different in shape. On the near leader of the team shown in the foreground the masks can be observed between the rider and the base of the horses' necks, the position found to be the best for carrying a horse's mask, as shown in one of the small inset drawings above. The other inset drawing shows the kind of bag in which the mask is carried. Little points like these indicate the up-to-date equipment of the British Army, regarding which Mr. Beach Thomas writes, after one of the Flanders battles: "Even such smaller details as homer-pigeon training—or, shall I say, fitting the artillery horses with gas-masks?—showed similar thoroughness."—[Drawing Copyrighted in the United States and Canada.]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAPAYETTE, BACON AND SONS, ELLIOTT AND FRY, HEATH, TREBLE, AND LANGFIRE.



LIEUT. HON. GERALD E. F. WARD, M.V.O.,
Life Guards. Son of the late Earl and of Emma, Countess of Dudley



CAPT. E. A. HUGILL,
R. Fusiliers. Son of Dr. C. F. Hugill, Elmfield, High Road, Batham, S.W.



FLIGHT-SUB-LIEUT. J. EMYR THOMAS.
R.N. Son of Mrs. Thomas, Castle Street, Ruthin.



LIEUT. JOHN C. ABBOTT,
Rifle Brigade. Son of Mr. D. N. Abbott, Beckenham. Was an Underwriting Member of Lloyd's



2ND LT. K. FRANCIS AMIES.
N. Staffs Regt. Son of Mr. F. Amies, Inglewood, Rowley Park, Stafford. Killed in action.



COL. ROBERT ARTHUR HUDSON,
W. Yorks Regt. Son of late Mr. R. Hudson, Leeds, and of Mrs. Hudson, Headingley



BRIG.-GEN. CECIL GODFREY RAWLING, C.M.G.
A well-known Tibetan explorer. Son of Mrs. Rawling, Montagu Street, W.



MAJOR A. H. P. DAVEY,
R. Guernsey Light Infantry. Engineer-Manager of Guernsey Water Company. Son of Mr. W. J. Davey, J.P.



LIEUT.-COL. ALAN BRYANT, D.S.O.,
Gloucester Regiment. Brother of Lieut. Maynard Bryant, A.S.C. Has been officially reported as killed in action



MAJOR ARNOLD INMAN DRAPER,
Of Winterdyne, Rocky Lane, Heswall, Cheshire. Has been officially reported as killed in action.



LIEUT.-COL. A. W. F. SAYRES,
R.A.M.C. (T.F.) Son of the late Rev Edward Sayres, Rector of Cold Ashton, Gloucestershire.



COL. PERCY W. BERESFORD, D.S.O.,
London Regt. Son of late Mr. F. Gilbert Beresford. Has been officially reported as having died of wounds.



MAJOR CHARLES MATTHEW KEMP, D.S.O.,
Manchester Regt. Son of Mr. and Mrs W. A. Kemp, Gloucester Place, Windsor



LIEUT. W. E. RUSSELL,
R.F.A. Son of late Mr. E. Russell, Hove, and husband of Mrs. Olga Russell, Groombridge.



LIEUT. B. A. BASFORD,
Leicestershire Regt. Son of Mr. and Mrs. Bromley Basford, Burton Road, Derby.



2ND LIEUT. J. A. S. WOOD,
West Yorkshire Regt. Son of Mrs. A. Wood, Park Road, Bingley, Yorkshire. Killed in action.



LIEUT. ERIC M. BROWN,
Tank Corps. Son of Mr. W. T. T. Brown, Somerset East, South Africa.



CAPT. DAVID GUY DAVIES, M.C.,
Rhodesian K.R.R. Corps. Member of a well-known pioneer family in Rhodesia.

LIFE'S HORIZON.

THE opportunities of the future for those who save are many. Do not spend all you earn. Save as much as you can week by week. Save for your children's education. Give them the right start in life. This is not preaching—it is sound common sense. Invest your money where it will grow and help your country at the same time. Buy Government securities—War Savings Certificates are ideal. Each 15/6 becomes £1 in five years, and you can get your money whenever you want it, or if you prefer them—buy National War Bonds. To do without trifles now will mean that you can buy *useful* things in the future.

ISSUED BY THE NATIONAL WAR SAVINGS COMMITTEE,

(Appointed by His Majesty's Treasury)

Salisbury Square, London, E.C. 4.



Wallcousins

LADIES' PAGE.

IT is not bread only, as a correspondent supposes me to have said, that the Government Rations scheme proposes to allow, but a *general* rationing of all the chief food-stuffs. The German nation was so rationed very early in the war, and many people think that it is a great misfortune that persuasion to voluntary care and abstinence has been relied upon here so long. But rationing means a new army of officials, certainly much discomfort, probably much confusion and mismanagement, much fraud and deception; so perhaps it was as well to give the voluntary system a full trial first. But in view of persuasion probably failing, a scheme has been drawn up for full compulsory rations, and it is under this that the assumption is made that the nation contains "eight million 'unoccupied' women"—who, of course, do not need so much to eat as the "occupied." Now this is plainly merely following the classification of the census, which calls "unoccupied" all the wives and mothers, as well as the daughters, who do not go out and earn wages, but who do, we know, perform great tasks of home-tending and child-rearing. The married women and widows not receiving definite wages number just about eight millions. But the work that they do, in simple truth, is not only of primary and most inestimable importance in the national life, but it is also, I believe, as a whole, more continuous, exhausting, and difficult to accomplish well than the routine tasks of most of the wage-receiving women in offices, schools, or factories. In all times, the great mass of women have earned their living; they ought to do so; "eight million" of us are not, and never were or will be, "unoccupied" in the true sense, and the home-women ought not to be so described. There are many female idlers and parasites, it is true; but still, these are but a small minority, and are few indeed amongst the working or middle-class wives and mothers.

A gallant attempt is being made by the Ministry of Food to persuade people to be economical in food-stuffs, and a model Christmas dinner on these lines has been prepared by a clever *chef*, with the personal assistance of the King's *chef*, providing a meal for four persons for half-a-sovereign. The menu consists of French rice-soup; fillets of fresh haddock; roast fowl, stuffed with potatoes and chestnuts, and accompanied by Parisian potatoes (*i.e.*, little balls turned out of potatoes, fried, then baked) and spinach; plum-pudding, and caramel custard. The Christmas-pudding is priced up at 1s. 9d., and contains only $\frac{1}{4}$ lb. of sultanas, one dried egg, half-a-gill of milk, no sugar; but, instead, 2 oz. of treacle, and 2 oz. grated carrot; $\frac{1}{2}$ lb. apples, a little spice, and candied peel, put to 4 oz. flour and 4 oz. bread-crumbs and 6 oz. suet. Um—m! Well, food economy can never be synonymous with table luxury—that is precisely why we must be rationed!

Christmas presents will be a welcome relief to a time of much endurance, and if useful articles are selected where needed, there will be no cavillers. An admirable and vast selection will be found at Messrs. Waring and Gillow's



A BEAUTIFUL AND BECOMING FUR COAT.

One of the winter models to be seen at the International Fur Store, 163 and 165, Regent Street, is this lovely coat of seal musquash with a large square collar and deep cuffs of skunk. It is lined with a rich, soft satin.

palatial premises, 164-180, Oxford Street, or their branches, Bold Street, Liverpool, and Deansgate, Manchester. Although the building in London in which these thousands of beautiful articles are housed is so splendid in architecture and decoration that it is a treat to visit and inspect it, the conclusion must not be drawn that only those with long purses can be satisfactorily suited. While there is every sort of fine furniture and all accessories to the house beautiful to be seen, and, if circumstances permit, selected from, at prices moderate for the quality and character of the highest class of goods, this firm cater also for people who wish to incur only modest expenditure. The point is that if the purchase be one of but five shillings in price, it will be of the best value for that price; of correct form and good type, and of the most lasting and reliable quality. The large scale upon which this business is conducted admits of the widest choice of materials and workmanship, and of this fact customers obtain the full benefit. There are so many desirable articles spread out for choice that the only difficulty is which to select. The finest examples of the English cabinet-maker's art, "heirloom" pieces of furniture of which the value and utility will be only increased with the passing of many years to come, are on view here, equally with small yet dainty articles of household plenishing, such as occasional tables, easy chairs, draught-screens, foot-stools, cushions, book-rests, manicure tables or cases, and a hundred other delightful possessions, many of them quite inexpensive. In other departments, such as the china, the glass, the silver, the clock and watch departments, etc., gifts either large or small abound. Most housewives would appreciate the stainless table-knives, that never require any cleaning, beyond a wash in water, which Messrs. Waring and Gillow stock. But the variety here is endless.

Furs are the acme of comfort, and have the advantage of lasting for years. The shortage of labour is specially felt in this department of "luxurious necessities"; but the International Fur Store have on hand so large a stock that any want can be supplied at their handsome salons, 163-165, Regent Street, London, W.1. Advantageous purchases in good time enable this noted house to continue to charge prices that are special value for the lovely goods on show. There are exquisite Russian sable stoles and muffs, and coats and ties of the becoming ermine, and useful coats in musquash, and stoles and capes of various shapes in the most fashionable fur of the hour, skunk. Naturally, all fine furs mean money; but the International Fur Store is equally open to pay every attention to the modest wants of the feminine community, and becoming and useful ties and capes that make ideal gifts at moderate prices are forthcoming, such as a capital black fox cape-stole, trimmed with tails, which is offered for only £8 10s. Several pretty new shapes are shown; a stole fitting the figure, for instance, crossed over in front, and held by one big button. For less than £30, one can have a full-length coat of natural black musquash, with opossum collar. Men's fur-lined overcoats and leather trench-coats are also abundantly stocked. A catalogue can be had by post.—FILOMENA.

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Take a concrete instance. If there are five units of nourishment in bread when you *buy* it, you expect to get 5 units when you *eat* it. As a matter of fact you do not get that at all, because a good deal of the nourishment is not absorbed by the body. To take a rough and ready simile. If you put coal on a fire in the evening, and leave the fire overnight, you will find that a good deal of the coal is unburnt in the morning when the fire is out. This is much what happens to food in the body, and the "unburnt" food is wasted.

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Extract from the review by the "Medical Times" of the investigations on Food Economy conducted by Dr. J. Campbell, late Food Expert to the Metropolitan Campaign for Food Economy.

Help to save the Nation's food and still keep yourself well fed by taking a cup of Bovril as soup before meals, or by using a little Bovril in your cooking.

LITERATURE.

Turgenev: A Study. by Edward Garnett (Collins), is described by its author as almost the only detailed

attempt yet made in the English language, to discuss the Russian novelist's masterpieces. Mr. Garnett is a very loyal follower of Turgenev, for whom he takes up the cudgels stoutly against the master's critics and detractors. His attitude is entirely reassuring, for the whole book is a plea for the artistic and the spiritual in literature, and a condemnation of those so-called critical judgments which pass current to-day. Why is Turgenev comparatively unpopular? "Because," says Mr. Garnett, "beauty of form, a master's sense of composition, an exquisite feeling for balance are less and less prized in modern opinion. Our age has turned its back on the masters possessed of these classic qualities. Modern life flows along congested roads, and modern art responds in bewilderment to an embarrassment of forces." It is hopeful to see an admission of this sort made by a critic who is likely to be listened to even by those who consider themselves nowise behind the times. It is long since we have seen a piece of criticism so loyal to the "really excellent" in Matthew Arnold's sense, so serenely indifferent to the restless and the bizarre. Nowhere is Mr. Garnett more happy than in one little remark: "A girl might say to-day of Elena (in 'On the Eve'): 'Grandmother was like that! So father says, and grandfather saw her like that! Isn't it interesting?'" This, Mr. Garnett admits, is a bar to Turgenev's popularity in the eyes of the younger generation, yet we venture to think it is a touchstone of endurance. There you have, in a word, the whole secret of the charm of that most poetical of novels. Turgenev was much reviled in his own day because he refused to be identified with any "movement." Yet he wrote of all with a fine detachment which makes his pictures priceless to the discerning. It is

said that his Nihilists are impossible. But they are the earlier Nihilists, drawn to the life. For that we have the testimony of Stepiak and Kropotkin. It is fashionable to look on Turgenev as *vieux jeu*. The instant hour clubs you with Dostoevsky, as it once clubbed you with Tolstoi, and dares you to like anything but the latest. Mr. Garnett has the courage to reassert the eternal principles of "form, clarity, and beauty." One has but to pass from any of

do. The Preface to the book is a letter from Mr. Joseph Conrad.

Mr. Chesterton's "A Short History of England," by G. K. Chesterton (Chatto and Windus), is that it is not a history. That, however, is far from being in its disfavour. No one would have expected or wished him to adopt the normal methods of the modern scientific

historian. Had he done so, he might have produced a history, but he would not have remained Mr. Chesterton; and the fact that, in tracing the national story, he does remain himself, is the whole charm of his book. To paraphrase Macaulay, we might say of it: "Leave to the sons of Cambridge The fossil facts of yore; Leave to the don his dusty dates, And scrolls of wordy lore." Not that Mr. Chesterton despises facts, or even dates—there is at least one in every chapter—but, rather, he takes them for granted. He has not compiled a work of reference: his book is not a history, but an interpretation of history, a brilliant historical essay, in his own inimitable manner. Our readers least of all require to be told what that manner is, for they can study it week by week in these pages. Mr. Chesterton has applied to English history the same methods that he uses so effectively in "Our Note-Book," the same independent and original thought, the same searching analysis of underlying truth, the same coruscations of paradox, the same flashes of broad humour, and, with it all, the same deep sincerity and burning

patriotism. We need hardly mention what are his chief enthusiasms—his love for the old forms of religious faith and of mediæval democracy, with its system of Trade Guilds, his hatred of the tyranny of capitalism, and his advocacy of the personal liberties of the poor. These ideas find full expression in the book. He drives the plough of his convictions through many fields of accepted theory, unearthing many a forgotten truth. Moreover, he makes English history a living force,

[Continued overleaf.]



WITH THE AMERICAN NAVY: ABOARD THE U.S.S. ————[Official Photograph.]

the later Russian writers to Turgenev to breathe a rarer atmosphere. Here is selection, balance, beauty, vision, as against mere photography. Mr. Garnett makes out an excellent case. The only trouble about the book is that the ability of the summaries may lead some people to imagine that they now know "all about Turgenev." Mr. Garnett would beg them to hasten to the fountain-head. And this the worthiest among his audience, who have not already drunk there, will certainly

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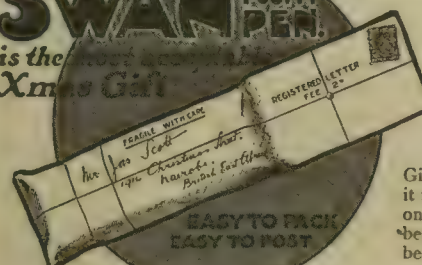
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(Continued.)
for—especially in the last chapter, "The Return of the Barbarians"—he connects it with the great events to-day reshaping the history of the world.

"The Road and the Inn." Mr. James John Hissey has added still another—this time "The Road and the Inn" (Macmillan)—to his series of entertaining volumes on English road travel. As the title leads us to expect, it has much to say about English hostleries. Among the oldest of these still existing are the "Ostrich" at Colnbrook, in 1106 a guest-house of the Abbey of Abingdon; the "Maid's Head" at Norwich, which has Norman cellars, and is mentioned in the "Paston Letters"; and the "Fountain" at Canterbury, praised by the German Ambassador to Edward the First's marriage for its comfort and excellent fare. The "Fighting Cocks" at St. Albans, which is of quite respectable antiquity, used to display the legend, "The old Red House, Rebuilt after the Flood." The inns where Queen Elizabeth has slept are legion, and innumerable others are associated with Charles I. But the "Angel" at Grantham has the greater distinction of having lodged Richard III. when he signed the death-warrant of the Duke of Buckingham; and into the "Talbot" at Oundle has been built the oak staircase from Fotheringay down which Mary Stuart went to her execution. No fewer than four English rulers, from Edward III. to Cromwell, are "billeted" as having used the "Saracen's Head" at Southwell, which for a time, after Charles the First's visit, flew the sign of the "King's Arms." Other inns, other associations—as, for example, Pepys with the "Red Lion" at Guildford; Sir Walter Scott with the "George" at Stamford; George Eliot with the "White Hart" at Witley; and, of course, the "Angel," at Bury St. Edmunds, where Sam Weller was "took in" by Job Trotter. These, however, are famous and highway houses, and it is in keeping with Mr. Hissey's whole sentiment and

practice in his leisurely peregrinations in his car to discover others which hide their hospitality in the byways. There is the curious sign of "The Tabby Cat" at West Grinstead; and, again, the "Crown" at Chiddingfold, of whose cosy ingle-nook he writes rapturously; and once more the Inn of Scole with its sign of the "White Hart" (now, alas, gone!), which Sir Thomas Browne declared to be the noblest in England. It is not only of the inns that Mr. Hissey collects curious lore. All down the road, and especially if it is a side-road, he keeps an eye alert for church or castle, building or ruin, besides man, woman, or

supersedes the volumes of Meyrick, Hewitt, and all previous writers, and in its scope is completely up to date, including, as it does, Zeppelin-raid relics and trophies from the ever-memorable attack on London of September 1915. Every weapon and piece of armour in the Tower Collection, and the Tower trophies—Blenheim kettle-drums, Waterloo cannon, flags, etc., as well as personal mementos of great commanders, of Marlborough, Wolfe, Wellington, Lord Roberts, and Lord Wolseley, find mention and description, in more or less detail, precise and concise. Headsman's axes and the block used at the last Tower Hill execution

come also within the scope of the monumental work. Only the Crown Jewel House is omitted as beyond the terms of reference, so to speak. The author is the present Curator, the second in order of appointment, and the successor of Viscount Dillon, with whom he previously worked at the Tower. Opening with an attractive narrative of the origins and formation of the collection, the body of the work comprises a catalogue raisonné of the contents in historical order, compiled and verified with an infinity of care, and the widest expert knowledge of the subject, thus making the information satisfying alike to the most exacting historian and antiquary as well as to the general reader. In the fullest sense, the two volumes form a monument well worthy of, in the words of Mr. Foulkes' dedication to the King, our



ON MANOEUVRES IN A HILL DISTRICT: TERRITORIALS IN INDIA.—(Photograph by Topical.)

child, which or who illustrates the life and custom of a bygone day. His theme is that England, out of the beaten track, is still a land of old romance; and it is quite wonderful how amply this sentimental traveller proves it, by both text and picture.

The Tower Armouries.

At last we have an authoritative, completely trustworthy, and sufficiently comprehensive official account of the Tower Armouries, "Inventory and Survey of the Armouries of the Tower of London," by Charles J. Foulkes, F.S.A. (2 vols.; published by H.M. Stationery Office). It

national Collection of Royal and Historical Armour, many of which are without equal in Europe." Chapter and verse are given for every statement or suggestion made, and the National Archives are freely drawn on. The work is profusely and most efficiently illustrated, alike by artistically engraved plates, and in the text by means of photographs and authenticated historical drawings; while, finally, nothing could be more chivalrous and generous than the author's personal acknowledgements to all who helped in the production of the book—from high living authorities down to present-hour Tower officials.

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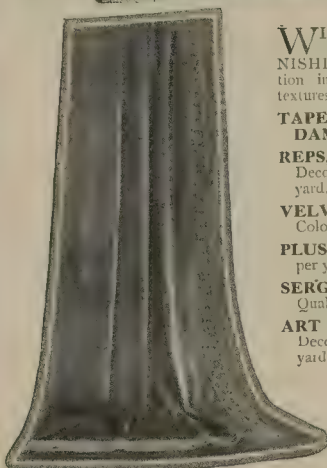
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"The White Ladies of Worcester."

have mediæval personages, in all the trappings of the period, whose ways of thought and argument are essentially modern, not to say Transatlantic. (Even the thrush of the ancient cloister takes a leaf out of the American business man's book, and reiterates "Do it now! Do it now!") The Bishop theorises as if he were informed with the spirit, not of the twelfth century, but of the twentieth; and the gentle Prioress's lucid reasoning would do credit to a graduate of Gorton or Brynmawr. Notwithstanding this riot of anachronism, Mrs. Barclay has such a way with her that it is possible to read her story of the convent with sustained interest and a succession of thrills. It would not do

The persuasive power of Mrs. Florence Barclay was never shown to greater purpose than in "The White Ladies of Worcester" (Putnam). Here we

another art. He sees the splendour of colour—not clear-cut, but in a turgid magnificence. He is the astigmatic genius among novelists—always, of course, excepting his work in "Crime and Punishment," which is a book bitten on to the plate by the acid of an intense experience. The simile is not our own, for one of the characters in "Poor



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People," the second story, writes: "Literature is a picture—that is, in a certain sense, a picture and a mirror: it's the passions, the expression, the subtlest criticism edifying instruction and a document." The picture of the gamblers at Roulettenburg in the preceding story illustrates this pronouncement. It contains each and all of these things; and the criticism, being unexpressed, is peculiarly subtle. Only a great writer could have written "The Gambler," splashing his paint upon the chosen canvas with a hand at once unerring and prodigal. Prodigality may well be accounted a virtue when the largesse distributed with a lavish hand is pure gold, and stamped in the mint of genius. And whether we agree or whether we may sometimes halt before his choice of a subject, in the case of Dostoevsky the gold is always there.



THE ROYAL VISIT TO BATH: THEIR MAJESTIES AT BATH WAR HOSPITAL. Our photograph shows the King and Queen receiving the Commandant of the Hospital, Lieut.-Col. G. A. Bannatyne and his staff, on November 9.

Mrs. Chadwick was glad of it. It will be seen that Mr. F. E. Mills Young has not written a very weighty novel, or one likely to flutter the literary doves; but it can be accepted that "Coelebs" is pleasant reading.

mann's edition of Dostoevsky. It is a book of three stories, and, as usual, it contains a masterly observation of character—character, be it observed, struggling and agonising in the pillory of the Russian realistic novel. Dostoevsky's method may be compared to Turner's in

"The Gambler." "The Gambler," translated by Mrs. Garnett, is the latest volume in Mr. Heinemann's edition of Dostoevsky. It is a book of three stories, and, as usual, it contains a masterly observation of character—character, be it observed, struggling and agonising in the pillory of the Russian realistic novel. Dostoevsky's method may be compared to Turner's in

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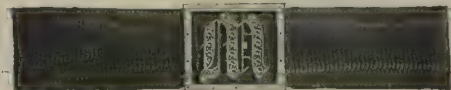
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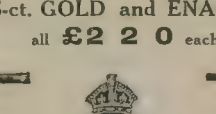
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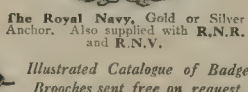


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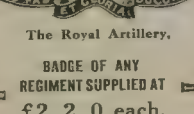
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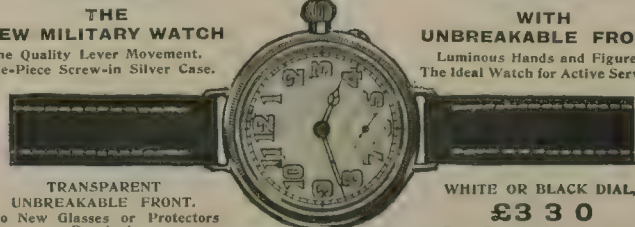


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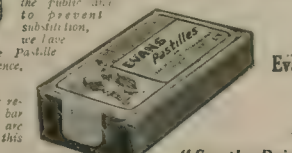
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"See the Raised Bar on each Pastille."

"ON THE EAVES OF THE WORLD."

MR. Reginald Farrer has earned a reputation as a practical gardener and garden-lover who can interest not only those who share his tastes, but the general reading public as well. His latest book, "On the Eaves of the World" (2 vols., Arnold), is a description of gardening adventures on an ambitious scale: it is the account of the first part of a journey to the Kansu-Tibet border from South to North, undertaken with the object of finding flora that can be acclimatised successfully in this country. Of late years we have been greatly indebted to the Flowery Land for choice and beautiful flowers and flowering plants; but too many of them have been taken from regions where the climatic conditions are less severe than in our islands, and the result has been what might have been expected. By venturing into a little-known and inhospitable region, where an abundant flora awaits the traveller, Mr. Farrer has undoubtedly laid garden-lovers, under an obligation that will grow with peaceful years; and he seems to have been exceedingly wise in his choice of a companion, Mr. William Purdom, formerly of Kew, to whom the narrative is dedicated. Mr. Purdom had had previous experience of China where the path of the man who wishes to search for rare flowers in out-of-the-way places to which the writ of constituted authority does not run, is beset by many and serious difficulties. The little company—two Europeans and three coolies—set out from Peking, and their course is shown on a map at the end of the first volume. Mr. Farrer's praiseworthy idea is to attract the general reader, while giving the gardening enthusiast what he requires; and he succeeds in no small measure. Some fifty species, either hitherto unknown or known only as dried specimens, are enumerated, and doubtless the volume, or volumes, that record the story of the latter part of the journey will bring forward many more. The illustrations, a series of finely taken photographs, are partly of scenery and partly of flowers, and, whatever the subject, are attractive. Certainly the idea that China is "played out," said by the author to have been solemnly accepted by the experts who gather periodically in Vincent Square, is proved to be fallacious. "The disappointments on Thunder-crown alone (Lei-gor Shan, the westerly end of Min Shan) are represented by seven Primulas, five poppies, five Androsaces, together with such a lavishness of other makeweights as would make the reputation of any European height for themselves alone, and set all the learned on pilgrimages." While the garden lover will find all manner of stimu-



ON THE WESTERN FRONT: A CANADIAN OFFICER ATTACHED TO THE R.F.C., WHO HAS "BAGGED" NEARLY 40 ENEMY PLANES.—[Canadian War Records.]



ON THE WESTERN FRONT: DRAGGING A HOWITZER-BASE INTO A WORKSHOP BEHIND THE CANADIAN LINES—ON THE LEFT IS A SMASHED GUN-LIMBER.—[Canadian War Records.]

lus from Mr. Farrer's pages, the general reader will be delighted with the picture of life in a part of the world where the Chinese Government has little more than a nominal authority, and even the Grand Lama's rule is honoured more in the breach than in the observance. The famous—or was it infamous?—Dowager-Empress achieved much in that region, but soon after her death the instrument of her authority, the Manchu Governor Jao-ehr-Fung, was invited to a great banquet by his soldiers in Cheng-tu, and told politely when the feast was over that it had been decided regretfully that he must be decapitated forthwith. It is said that he went to the block with the dignity due to his exalted position, and his head was served up to all interested on a picture-postcard! A strange world, in which Mr. Farrer has travelled happily and usefully. His story of the conclusion of the work will be very welcome, and nobody will lay his volume aside after attentive perusal without learning something worth knowing about the character of the Chinese country-folk.

THE PLAYHOUSES.

"ZIG-ZAG" AT THE HIPPODROME.

THE Hippodrome management evidently believes in taking time by the forelock, and though the most hypercritical playgoers could scarcely discover signs of age in its amusing revue, "Zig-Zag," a second edition has been prepared which makes of what was good something better still. The most notable improvement effected is the securing for the piece of the services of that talented artist

Miss Phyllis Bedells, who proves alike in her dainty autumn scene and in the character of Columbine that we have no need to search abroad for refinement and trained skill in dancing. New songs have now been provided for Miss Shirley Kellogg, Miss Cecily Debenham, Miss Daphne Pollard, and that most genial of comedians, Mr. George Robey; and there are fresh developments of an air-raid and "take cover" sort in what was always the "height of diversion," the prehistoric episode. So that "Zig-Zag" should hold its own against any rivals. There may still be some who appear to forget the long odds which might be offered against any particular individual or building becoming an actual sutfiler, and are averse to the idea of finding fun in raids at all. But let them remember that when one reverts to a "prehistoric" era, as is the case in "Zig-Zag," exaggeration on comic lines may be permitted.

WHAT MAKES MEN BROTHERS

"It is the experience of God that makes men brothers," said the Bishop of Peterborough recently.

In its early days the Salvation Army was persecuted; but steadfastness in well-doing has turned derision to respect and indifference into emulation. Men have discovered that its "experience of God" produces a new type of Brotherhood.

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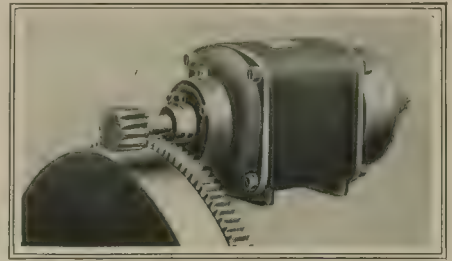
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THE CHRONICLE OF THE CAR.

The Aluminium Car. Undoubtedly there are many directions in which the weight of chassis could be usefully reduced. In fact, if we review the history of motor-car development, we shall find that weight-reduction has been in the forefront of the designer's programme ever since the car took really practical shape, the result being that, power for power, the car of to-day is infinitely lighter than its prototype of a dozen years ago. At the same time, it is equally the case that the present-day car is still too heavy. Of course, it is true that you cannot have maximum strength, and therefore maximum dependability, in combination with minimum weight, else, I take it, cars would have been reduced in weight far more than has been the case. In many directions the evolution of the car is a matter of trial and error, and we have gone past the stage when the reputable manufacturer will take

there was a strong section of motoring opinion which held that racing had no more lessons for the constructor. For my own part, I have never subscribed to the doctrine, which I have always regarded as heretical to a degree. On the contrary, I hold to the somewhat extreme belief that until we have evolved the absolutely perfect car—which will be synchronous with the arrival of the Greek Kalends—racing will always teach us something. There is a strong case in point in the current automobile news from America, where an "aluminium car" has just succeeded in breaking the 100 miles record, covering the distance in 54 min. 20.98 sec., an average speed of 110.4 miles an hour. This car, which is called the Frontenac, has an engine which develops 135 h.p., and the vehicle in full racing trim turns the scale at 14½ cwt. I do not recall at the moment exactly how this compares with the lightest racing car of the same power which preceded the Frontenac, but I know I am not far out in saying that there is a saving of weight shown of at least 33 per cent. All this wonderful saving has been achieved by the use of aluminium alloy. How remarkable the saving is can be judged by the fact that the four pistons and connecting-rods weigh together but 10 lb. 1 Of course, all this has not been accomplished without a lot of experiment of the trial-and-error kind. Since the Frontenac first made its appearance it has gone through considerable vicissitudes and failures; but at last all the difficulties appear to have been overcome, and the car brought as near to the ideal as knowledge and experience can make it. And it has been done by racing, which has given us a car which, all ready for the track, weighs almost exactly 12 lb. per horse-power. Surely this is a sufficient justification of the hypothesis that there is still much to be learnt from the racing of cars.

come into force. Nobody of any consequence in the motoring world has a word to say about the necessary restrictions that have been imposed, so one does rather wonder why the President should have been at any pains to tone things down. Of course, the



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Our photograph shows the pinion of this excellent motor accessory in the out-of-gear position.

intention is to stop the use of private cars for private purposes, and, as no one grumbles, why disguise the fact?

The Vogue of the Self-Starter.

Ever since the self-starter became a really reliable machine, I have consistently maintained that it is almost as essential a part of the equipment of the car of medium or high power as the gear-box. That view is certainly held by the American car-builder, who has translated his belief into action, and there are signs that after the war our own manufacturers will come into line with them. There is more than one method of operating the starter in vogue, but personally I very much prefer the electric to any of the others, and I am all for the type that operates through the fly-wheel gear-drive, which is at once simple and obviates all loss of power through slipping. The first electric-starter of British make to embody this system of drive was the Brolt, as I am reminded by a very well-got-up brochure dealing with its features, which has been sent to me by Messrs. Brown Brothers, Ltd., of Great Eastern Street, E.C. I had some experience of the Brolt starter in the days before the war, and I never found it fail to do all it was asked—and it has been considerably improved in detail since. I should certainly advise any of my readers who desire to obtain a thorough grasp of what the electric engine-starter is and how it works, generally as well as particularly, to write for the booklet mentioned. It is written in very simple language, yet it

(Continued overleaf.)



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chances in his design and let the public find out for him whether his experiments are justified or not. It is here that racing and its lessons come in. Even before the war

The Restriction Orders. The President of the Board of Trade said, in reply to a question put to him the other day, that it is not intended to prevent altogether the use of private cars consuming motor-spirit, but only to limit the purposes for which they can be used, in accordance with the Petrol Restriction Order which has just



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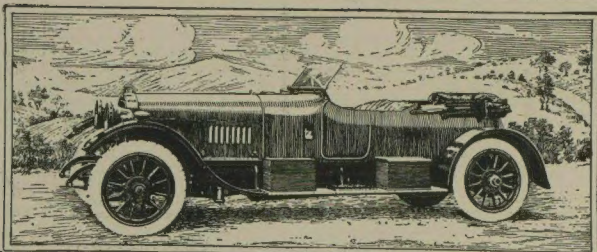
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Continued. conveys all that one wants to know about the way these devices do their work.

A Sunbeam Appointment. A hint of the ever-growing activities of the Sunbeam Motor-Car Co., Ltd., is afforded by the decision of the board at its last meeting to appoint Mr. George F. Mortimer, A.C.I.S., secretary of the company, thereby relieving Mr. W. M. Iliff of that portion of the work, and freeing him to devote his entire energies to his duties as joint managing director with Mr. Louis Coatalen, chief engineer of the firm. Mr. Mortimer has ably assisted Mr. Iliff for the past seven years, during the last three of which he has acted as assistant secretary to the company.

Trailers for Gas-Holders. A fortnight ago I mentioned that the Commercial Motor Users' Association were asking the Local Government Board to amend the Motor Car (Use and Construction) Order as to allow of trailers, the purpose of which is to carry gas-holders, being used behind motor vehicles without subjecting the latter to the statutory speed restriction of five miles an hour. The Board does not seem to have lost much time in dealing with the matter, as I am informed that the C.M.U.A. has been told that there is no objection to the use of trailers for the purpose noted, and that an amendment to the Order is being made in

the necessary terms. I have not seen the text of the amended Order, but in any case the concession will almost automatically restrict itself to the industrial motor vehicle. To the owner of the private car it is not likely to appeal very much, and the time seems far distant when the sight of the motorist a-tour with a gas-trailer lumbering along behind his car will be a familiar figure on the highways. Of course, I am not looking the gift-horse in the mouth; on the contrary, I think the concession is a very valuable one indeed, and will help enormously within its limitations, and the thanks of the industrial community are due to the C.M.U.A. for its action.

The Car in Cold Weather. The touches of frost we have had lately turn one's thoughts to the care of the car in winter, and especially to the danger of burst radiators and water-jackets. I have never advocated the use of anti-freezing mixtures—I have no use for them, for they are mere encouragements to laziness. Now we cannot get glycerine or alcohol to add to the cooling water, and are driven back on warming the motor-house or being careful to drain our radiators in cold weather. *Verb. sap.* W. W.

Mr. C. E. Town, who is Assistant Secretary to the London Chamber of Commerce, has since the beginning

of the war been very energetic and helpful in the distribution of the Australian and Sydney consignments of foodstuffs shipped to the Home Country for the wounded in hospitals. Mr. Town has also materially assisted, as Honorary Secretary, the various funds raised for the British Red Cross Society. For these honorary services, and the valuable work he has done in the cause of commercial education, Mr. Town has just recently been the recipient of a handsome testimonial, at the hands of Sir Albert Rollet.

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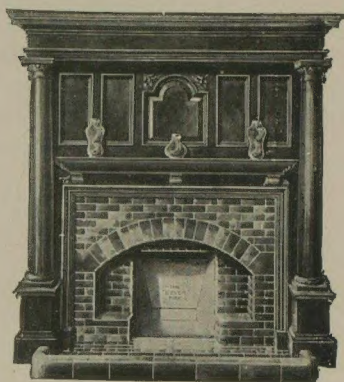
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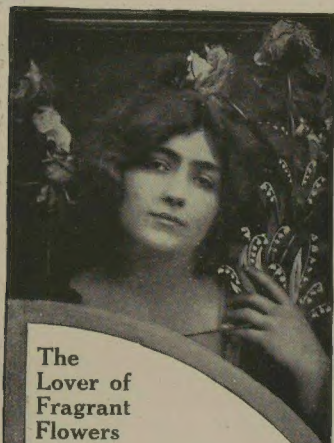
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